LYING IN STATE.

THE LAST VIEW OF THE OLD KAISER.

CENES WIFGOUT AND WITHIN THE CATHEDRAL-THE FACE STARTLANGLY LIFELIKE-THE NEW EMPEROR'S VISIT TO THE BIER-ARRANGE-MENTS FOR THE PUNERAL.

Berlin, March 12 .- To day saw the beginning of the great ceremonial of homage to the dead German Emperor which turns all Berlin into one nouse of mourning. Almost at the same hour that new Emperor arrived at Charlottenburg Schloss, the old Emperor was borne from the Royal Palace on Unter den Linden to the Cathedral where the body now lies in Mate. There had been a postmortem examination before this by Professor Hartmann, with the singular result that a large stone was found in the kidneys. The three royal had been the real though unsuspected cause of the scute pains which the Emperor suffered during she last days of his life. Embalming followed, and the body remained in the room where the Emperor died 121 8 o'clock last evening. Meanwhile the clergy of the Cathedral held a special rvice in the Banner Room of the palace, Then the body was put in a zine case, sed for lying in state, and soon after midnight sarried through the library to that historical room at the corner window of which the Emperor was Here it was put into a decorated casket, and the Empress Downger and the Princes were ssembled while the personal servants of the Emperor bore the coffin past them to the main floor. There thirty-two sergeants of the garrison took charge. The cortege was formed of a squadron of the Garde de Corps, other troops of the garrison, servants of the Imperial household, Prince Wilhelm and the other Princes, the Crown Prince of Sweden, and the whole military household of the late Emperor. The troops formed a hedge from the palace to the Cathedral, each tenth

man helding a lighted torch. The clergy of the

Cathedral received the body at the door.

tinued this morning, till all Berlin was covered in a white shroud. Crowds no less thronged the streets, and a multitude gathered in the Lustgarten in front of the Cathedral long before 1 p'clock, the hour at which the public was ad- hold. mitted. The arrangements, so far as the public was concerned, could not have been worse. There was no effort to secure order. No cue was formed. Masses of men and women were allowed to collect which guard d every approach to every entrance to the Cathedral. They crowded together on both sides of the single narrow gateway by which alone the public was permitted access. The result was that not one, but five, miscellaneous multitudes were struggling from opposite directions to reach the same point. Thanks to the extreme consideration shown to the foreign press by the Prussian authorities, I had during nearly four scene, even sharing in it. The distance to be traversed from the starting point to the entrance was not 300 yards. The time was three hours and forty minutes. The Bertin mob has deservedly some notoriety in Europe. To-day it was not and depositing privileged persons who entered at Moreover the sluggish movement of the pub-He into the west door was repeatedly stopped in until this had gone on for two hours did the two during which the yells of angry men mingled with the cries of frightened women. Many fainted and got over it as best they could. To extricate them was impossible. All sorts of insults were addressed to the soldiers at a distance tranquilly surveying this curious performance from their saddles. Snow still fell, and more than a foot of it had melted into slush. At times we stood ankle deep. Soon after 4 o'clock it became evident that the greater part of those who had since I o'clock been advancing by inches toward the gate would ordered forward, and five-sixths of the crowd found themselves suddenly ordered back into the street or square whence they had come. There was no use in arguing. Back they had to go, seeking consolation in curses. Berlin beats London or any other city in the richness of its profanity and slang. All thought of the dead Emperor inside the church was gone. It looked at one moment as if the living Emperor's soldiers would once Berlin populace. But the populace thought better of it, and sullenly retreated before drawn sabres and fixed bayonets. The troops did their duty extremely well and as gently as possible. I saw

an officer that I was an American. He hesitated. Evidently there was nothing about Americans in his orders, but he motioned to his men that I Neither walls nor porch of this ugly cathedral had any sign of mourning. They had been left in their natural bareness. The doorway had not a touch of black, nor had the vestibule, where The doorway had not you passed between two gilt sarcophagi of earlier Emperors or Electors. The curtains, drawn and green. Through them came the first glimpse of the interior. The nave was hung with black from pavement to clerestory. A sort of bridge, three feet high, had been built across the church and over this we passed. He who looked straight before him saw nothing. The head had to be turned sharply to the right, and then instantly the whole pageant became visible. Protestant though he was, Protestant church though it was, there lay the late Emperor in a chappelle ardente. On either side of the coffin rose tiers of lighted candles, the candlesticks the same which had or's elder brother, on his way to another world. The floor was covered with black cloth. On some twenty feet square. On this was the catafaloue and on this the coffin, the sides of it red velvet bordered with ermine and gold. There lay the dead Emperor, half reclining, his head upheld by a white satin pillow, startlingly lifelike, more startlingly still like a figure in wax. About him, at his feet, on either side, at the head, and here and there in groups of two or three, stood some thirty or forty statues in uni-Never did living men stand so still. They were so motionless that they too might have been wax. This incongruous notion vanished as soon as it came. The spectacle, for spectacle it was, was something more than solemn. I asked vain who these uniformed officials were, but peror's body. I gathered that they stood there for the whole garrison of Berlin and the Imperial household. The yellow light of many candles fell on steel, on arlet, white and blue, on human faces set in all the sternness of grief. To the minutest detail all had been regulated by court and military etiquette, yet all seemed genuine. The stateliness of it was what impressed you. Soldiers guarded the Before him there was not one who would not have given his life for the

The Emperor wore a General's uniform of the First Regiment of the Guards, dark blue, with silver epaulettes. The figure was visible to the waist. A field cloak hid the rest. He wore at

of St. George, which he alone in Western Europe had the right to wear. The Star of the Prussian Black Eagle which glittered on his breast was a new star for this occasion; that which he wore during life was left to his family and becomes an heirloom. He were his medals and the first and second Iron Grand Cross, given in 1813 and 1814. Many others he wore, each as he had himself directed. The order Pour le Merite, with oak leaves, was round his neck. On chairs or tabourets by his side lay the insignia of the Crown of Prussia, and scores of orders of every Crown in Europe. We were allowed as the refor an inspection of these details rather less than

two minutes in the church, altogether; but it was one of those scenes which, in generality, if not in detail, fasten themselves once for all in the memory. ' The Emperor's face was peaceful, still flushed as if with life, still with that stamp of dignity and firmness which never quitted him in life. He looked what he was, the great Emperor of a great people. His son, the Emperor Frederick III of to-day, had, almost unknown to his subjects, paid a visit to his dead father early this morn-The Emperor and Empress left Charlotteng at 11 o'clock, drove into Berlin, visited first the Empress Downger, and then, just after on, the snow still falling, entered the Cathedral to pray by the Emperor's coffin. Nothing is private in Imperial life, not even a son's pravers his father's side, which were said amid a company of Court officials. His children were with him and Prince Bismarck accompanied him.

The funeral is now fixed for Friday noon. coffin will be carried after the services in the Cathedral to the Allee des Victoires, in the Thier Garten, members of the royal household and officials, all on foot. There they will take carriages to Charlottenburg, where the procession sses beneath the closed window at which Fredcrick I'll stands. Reports as to his health are contradictory, but I hear that Dr. Mackenzie says he never knew till now what it was to be anxious. The journey shook him, though he pulled himself together and at the end looked fairly

A'l, or nearly all, the Ministers of State and of-

ficers of the Imperial household paid their homage

to the illustrious dead before the doors were

service was said, Dr. Koegel preached a still briefer well and passed a good night. sermon, the sergeants mounted guard, and under their watch and ward the Emperor was left to The private fortune of the late Emperor is stated at 54 000,000 marks. The testament was not made public this morning, and had not been opened, The snow which began falling last evening con-I heard. Hence the confusion which has reigned since Friday last. The will neither of the late nor of the living Emperor being known, distress besets the soul of every official of the Royal house-

> THE FUNERAL MAY BE POSTPONED. PUBLICATION OF THE OFFICIAL PROGRAMME. FREDERICK RESOLVED TO AWAIT THE ARRIVAL

> OF THE CZAREWITCH.
> Berlin, March 14.—Emperor Frederick is greatly eased at the Czarewitch's intention to come to Berlin to attend the late Emperor's funeral. Ho said that if the Czarewitch was unable to arrive in time, in consequence of the snow, he will postpone the funeral until Saturday.

The official programme for the funeral is pubchurches will begin tolling, and at the first peal the officers of state and all functionaries charged with special duties will take their prescribed positions around the coffin. Count von Stolberg Wernigerode will stand where rests the Im perial sceptre; Minister Maybach, by the Imsword of state; Minister Friedburg, by the great seal of the Empire; Minister Lucius, by the collar of the Order of the Black Eagle; Minister von Boetticher, by the electoral crown; Ministers

General von Pape, as commander of the corps of the Guard, will hold aloft the Imperial stand-ard at the head of the coffin, on either side of im standing Generals Count von Lehndorf and Prince von Radziwill, with their aides-de-camp. Delegates from the Prussian, Bavarian, Saxon, deceased Emperor was honorary colonel will assume stations at the foot of the coffin. In accordance with Emperor William's last wishes, the service in the Cathedral will be conducted by Dr. Koegel, who will be assisted by the Cathedral

body, the infantry outside the Cathedral will fire three volleys. The coilin will then be raised from the dais by twelve senior colonels, who will bear it to the figueral car and place it thereon. The session through the Cathedral will be led by the Court Chamberlain, Count von Stolberg-Wernigerode. On either side of the coffin will walk the Prussian Ministers, bearing the regulia and imperial insignia, escorted by two staff officers and twelve captains. Immediately behind the coffin will come General von Pape, carrying the imperial standard, accompanied by Generals Count von Lehndorf and Prince von Radziwill. Eight staff officers will lead the horses of the funeral car. Four Knights of the Black Eagle, Generals von Blumenthal, von Treskow, yon Obernitz, and you der Goltz-will hold the corners of the pall. The baldachin over the coffin will be upheld by other

The Cathedral organ will continue playing while the imperial and royal mourners take their places in the procession. The coffin will be carried from the Cathedral to Siegessalle, the mourners following on foot. Emperor Frederick wrote on the programme that he would walk immediately behind the coffin, but his physicians will advise him against doing so. ard, General von Moltke the Imperial sword, and Minister Friedberg the Imperial globe. Starting amid the tolling of bells, the procession will cross the castle bridge and pass through Unter Siegesallee the members of the imperial family will enter carriages and proceed to the Charlotten berg mausoleum. There the regalia will be withdrawn from the procession and sent back to the Treasury. The canopy over the coffin will be lifted off; eight lieutenants will assume charge of the horses, and four captains will take the places of the Knights of the Black Eagle as pall-

A wealthy baron has paid 500 marks for a window in the Hotel Bauer from which to view the funeral procession, and 800 marks has been

the funeral procession, and 800 marks has been paid for a small balcony.

It is stated that Emperor Frederick has given to Friedburg his own Black Eagle ribbon, which he had worn for thirty years.

It has already been decided to erect two monuments to Emperor William. One will be an equistrian statue at the Pariser Platz, at the end of Unter den Linden, as a companion to that of Frederick the Great, and another will be erected in front of the Palace. Besides these, a column will be placed on the Siegessaule, on the Kanigsplatz.

Now that the Cathedral is to be open from 8 a. m. to 10 p. m., it is estimated that 350,000 persons may file through daily to view the Em-

STEAMER ASHORE AND FIVE MEN DROWNED. London, March 14.-The Belfast steamer Galgorm Castle is ashore near Drumore. The master and five men have been drowned. VIOLENT STORM IN GREAT BRITAIN.

London, March 14 .- A violent snow storm prevails throughout England, Wales and Scotland. FEARS OF AN INDIAN UPRISING.

St. Paul, Minn., March 14.—A Winnipeg, Manitoba, dispatch to "The Pioneer Press," says: That an Indian outbreak in the far Northwest territories is near at hand, is the prevailing opinion among the settlers along the North Saskatchewan."

"The Herald," published at Battle Fort, says, editor ially: "It will be remembered that after the Riel rebellion the Indians attributed his failure to the fact

that he had deferred action until too late in the season. They promised not to make that mistake the next time It appears from the testimony of those who ought to know that an uprising is close at hand."

CONSUL LEWIS'S TROUBLES DEEPEN. THE MOORISH SULTAN WAS MORE THAN ONE AMER-ICAN PROTEGE IN PRISON.

WASHINGTON, March 14 .- Early in the present week, the State Department received a telegram from Consul-General Lewis at Tangler, stating that the Moorish Moorish subjects who are under American protection. Secretary Bayard said to-night that the pesons in Secretary Bayard said to night that the pessions custody are not American citizens, but are native Moors, probably Jews or Arabs, who under the treaty claim the protection of the United states. He did not anticipate any serious trouble, and remarked that Mr. Lewis thoroughly understood his rights under the treaty and will be sustained in maintaining them.

TRYING TO VENTILATE THE TREATY. ANOTHER EFFORT TO PROCURE DETAILS OF THE

NEGOTIATIONS. OTTAWA, March 14.-The Opposition made effort to-day to secure from the Government the details of the negotiation which passed at the Fisheries Conference in Washington. Mr. Mitchell, ex-Minister of Fisheries, was vigorous in his demand for further information, drawing the inference from Secretary Bayard's letter to Sir Charles Tupper, in May last, that the United States had offered reciprocal trade relations. Sir John Maedonald, in reply, said that the representatives of the respective Governments had exercised their discretion as to what should be published. He added that if the doctrine laid down by the Opposition were accepted—that everything should be published—it would be impossible to make any treat.

Oitawa, Ont., March 14.-What promises to be the principal debate of this session of the Canadian House mmons, began to-day, Sir Richard Cartwright a forcible presentation of his case, and was answered by Thomas White. Minister of the Interior. Mr. White declined to be committed to anything in the slightest degree tending to a separation from the mother country. The Governor-General already has the power, under the statute, to enter into negotiations for reciprocal free trade with the United States.

MANY LIVES LOST AT A FIRE. London, March 14.-The market place at Cabin, Hungary, was burned to the ground yesterday. Many

FLOODS IN HOLLAND. London, March 14.—The Meuse has overflowed its banks and inundated Heughem, Borgharen and Itteren, in Holland.

MANY LIVES LOST AT LEWES. TUCBOATS AND SAILING VESSELS DEIVEN ASWORE

Philadelphia, March 14.-Captain Burns, of the brig Startle, which returned from the Delaware Cours to-day, tells the following story: "We got here this morning after having a rough time of it. I believe that all schooners that passed through the Capes since the beginning of the storm have been lost. The Startle and the brig Simpson were both anchored at the iron pler at Lewes. The pler parted and the Simpson went down. We were saved Owing to the high sea, we could not go to the assistance of the Simpson and her crew, all of whom were lost except the cook and steward. The wife of the captain of the Simpson was during the storm off the Delaware Breakwater.

also aboard and was tost. The tug Tamest went down is believed that the captain and crew were washed overboard. She was engaged in the wrecking business. hished this evening. At 11 a. m. the bells of and that the cold was intense. She managed to weather the storm, however, and came up the river this morning. The tug was completely incased in

DASHING VITRIOL IN AN ACTRESS'S FACE.

-REVENGE FOR HIS SON'S INFATUATION.
SPRINGFIELD, Mo., March 14.-Dr. George M. Cox. United States Pension Examiner at Springfield, in-duced Effic Ellis, a variet; actress and the mistress of his son, Dr. Fenton Cox, to enter a carriage with him, and when she was sealed struck her over the head with a bottle of vitriol, breaking the bottle and cover-ing the face and head of his victim with the acid. tng the face and head of his victim with the acid. asked. The mell service continued to be scanty. Some released her from the frenzied physician, but not until her eyes had been burned out and her handsome features destroyed. She now lies at the point of death, Fenton Cox met her at a Wisconsin watering-place last summer and brought her to Springfield, and has since pursued a course of debauchers with her. since pursued a course of debauchery with her.

RAILEOAD INTERESTS.

BALTIMORE AND OHIO MONTHLY MEETING. Baltimore, March 14 (Special).-Senator Gorman was the chief figure at the monthly meeting of the Baltimore and Ohio Railroad directors to-day. Spencer stated that the city authorities had taken no action yet on the company's petition for an extension of the refusal of the Drexel-Morgan syndicate to exchange its mortgage with the city. The indications change its morigage with the city. The indications are that the city will not return to the company the \$2,500,000 in the loan sinking fund even if an extension is granted. The following officers were elected to-day; First vice-president, Orland Smith. Ballimore; third vice-president, C. K. Lord, fialtimore; general manager of all lines east of the Ohio River, including New-York terminals, W. M. Clements, Baltimore; general manager of all lines west of the Ohio River, W. W. Peabody, Chicago; general freight trails manager of all lines, Frank Harriott, Baltimore; general freight manager of main stem and branches, Charles E. Ways, Baltimore; general freight agent, Pittsburg Division and all lines west of the Ohio River, C. S. White, Pittsburg.

G. Granniss, J. Henry Williams, R. A. Lancaster, J. Wil-cox Brown, W. N. Wilmer, F. P. Dickinson, B. R. Mo-Aipine, James H. Young, H. W. Sibley, Skippwith Wilmer, St. Louis, March 14.—The stockholders of the Missouri and elected the following board of directors: Jay Gould,

MISCELLANEOUS RAILWAY INTELLIGENCE

and elected the following board of directors: Jay toolid, Sidney Dillon, Samuel Sloan, Russell Sage R. S. Inyes, Thomas T. Eckert, A. L. Hopking, George J. Gould, E. K. Sibley, George J. Forrest and H. G. Marquand, of New-York: C. S. Greely and S. H. H. Clark, of St. Louis, The only change from the old board is the election of E. K. Sibley in place of F. L. Ames, of North American Railroad Superintendents called to meet at St. Louis on March 20, has been, by direction of the

City, Apr. | B. two days preceding the general time con-

flour, grain and provisions from Chicago for the week end-ing March 10 amounted to 89,325 tons, an increase of 1.168 tons over the previous week. The

Cincinnati, March 14.—The motion to dissolve the ten road directors, preventing them from transferring to a clique a block of the stock in their hands, or from voting case stands for a hearing on its merita.

To WHITELAW REID, Editor of The Tribune.
Sir: Municipal elections held in Augusta, Bangor, Beliast and Biddeford to-day, supplementing the elections held on March 5, show the Republean col-umn unbroken. Maine emphatically repudiates, notwithstanding Democratic assertions, the Free Trade heresy of President Cleveland and the surrender fish-eries treaty of Secretary Bayard, and declares in unof Congressmen Boutelle, Reed, Dingley and Millian all give decided Republican majorities, and indorse the National reputation won by these faithful representatives of the party.

Chairman Republican State Committee.

Augusta, Me., March 12, 1888.

cratic State Central Committee met here to-day and decided to hold a convention for the nomination of State officers in this city on May 39.

DIGGING THE CITY OUT. METROPOLITAN LIFE REVIVING.

TRAINS RUNNING FROM THE GRAND CEN TRAL STATION.

A THOROUGH-GOING MILK FAMINE IN TOWN, BUT PROVISIONS NOT WANTING.

LONG ISLAND STILL BLOCKADED-MOVEMENTS OF TRAINS BEGUN IN NEW-JERSEY-LOSSES AT SEA NUMEROUS, BUT THE EXTENT OF THEM NOT KNOWN-BEOOKLYN AREAD OF NEW-YORK IN STARTING STREET CARS-FAIR AND WARMER WEATHER

PREDICTED FOR TO-DAY. Slowly but surely the pulses of life began to stir in the thoroughfares of New-York yesterday, and the city gradually emerged from the torpor cast upon it by the spell of a great disaster-for in no other light can the visitation of the blizzard, bringing with it hardship, desolation and death, be considered.

There was a ludicrous suggestion of the disentombing of Pompeli and Herculaneum from their lava graves in the digging out of the snow-filled screets. Gangs of men, the total force of them exceeding in number any ever before deputed to similar tasks in this city, plied pick and shovel, and disinterred—to strain the use of that word—here a wagon, and there a wheelbarrow; here a pile of grocers' boxes, and there an ash barrel; in the wild bluster of Monday, and there a dead dog or cat. Every endeavor was made to force a way for traffic, especially in the principal streets In these the snow was piled on the right hand tiny stream of traffic began to trickle through them; by and by increasing to at least something approaching the usual volume that roars through the busy streets.

THE MAIN THING WAS TO MAKE A START. In the smaller streets the snowbank was heaped only on one side. The actual removal of the snow was in all cases a secondary consideration. The object sought to be obtained was to get things a going. As each forsaken vehicle was brought to light, its owner was ascertained and brought to light, its owner was ascertained and told of its resurrection, and he never failed to send men and horses to remove it with all possible dispatch. But that generally did not mean much. In some of the downtown streets—Fultonst., for example—where the deserted drays thick as autumnal leaves in Vallambrosa, there was presented at one time the curious spectacle of a string of carts, wagons and carriages, with their teams, standing in one long blockade, and extending almost from river to river.

Storckeepers were only too glad to help in the battle with the snew, and supplied wood enough to build hundreds of bonfires to melt it. Never on any Fourth of July have there been more of these burning in the highways and the byways of the city.

notwithstanding these manifestations of activity within, as regards the outside world the metropolis of America continued to be a vast prison-house. Communication opened up on the prison-house. Communication opened up on the more or less "rapid" transit lines within her boundaries; but the great iron roads that lead out from her gates were slow in developing animation. The railway companies sent out workers by the hundred; but their gigantic task was accomplished with difficulte, yet with diligence. For to-day regularity of travel is promised on the principal lines. Perhaps of them all the New-York Central deserves the palm; but the West Shore and the Eric were close at its heels in announcing open ways.

one and the ways.

The relief that the resumption of travel will

The relief that the resumption of travel will

By noon the city was once more in telegraphic and telephonic touch with some of her neighbors; and when the full opening up of the milroads

and telephonic touch with some of her neighbors; and when the full opening up of the milroads allows the companies to send out large enough bands of men. Manhattan Island will have ceased to be a Juan Fernandez.

The exaspented New-Yorker who ground his way home in darkness on Monday night will read with considerable astonishment and perhaps some after-tremors the explanation of the fulure of the electric lights, as given in Tur Trimunk today. But for the forethought of an official of the telephone company, who knew what would be the result of an attempt to use the electric light wires when crossed and tangled with broken telegraph and telephone wires, the city, so far from being plunged into darkness, would have been bathed in fire. Of the two alternatives, the former was much the more preferable.

Everything indicates that the saddest story of the great storm will come from the coasts. The news of the fate of the drifted pilot-boats is awaited tremblingly. One, at least, is utterly wrecked, and for the safety of those of which no tidings have reached New-York the gravest fears are entertained. Nor will the terrible record of the sea be completed even by the realization of these fears. At least twenty-four vessels are ashore at Delaware Breakwater; and the loss of human life must be awful. No news at all has come from the New-Jersey coast, and in spite of the cheering results of the inquiries made by the Merritt coast wracking organization, there is as much room for doubt as for hope.

The late the personal forecast of the capable

A LITTLE THAW AND A FLURRY OF SNOW. True to the personal forecast of the capable officer in charge of the Signal Service Bureau, there was a decided rise in the temperature yes-terday, and a "flurry" of snow, which scared some timorous folk who overestimated its sig-nificance, and new-coated the soiled surface of Mon-day's deposit. As the mercury gradually rose in

day's deposit. As the mercury gradually rose in the thermometer-tube, till at length the freezing point was distanced, an ominous stir, a moisture in the atmosphere, a musical "drin-drop" from ledges and eaves, an occasional little shower of sliding snow and, above all, or rather beneath all—slush, warned the citizens that the Thaw was on the trail of the Blizzard.

The declining sun shone brightly on the massive gray piers of Brooklyn Bridge. As he sank, snow-clad New York and the sister cities that cluster beside her were tinted with all the delicate coloring of a realized fairyland. The flat roofs, fleeked by white patches, here and there cancht up a share of the rosy light. The towers and steeples were radiant in it, and a hig bronze church cross was lighted up into flame. The calm that came after the storm southed blizzard-vexed New-York into peace.

MOUGH BEFF ON HAND TO SUPPLY THE MARKET

At the Jersey City stock yards yesterday morning there was a fair resumption of business, which had been completely suspended for forty-eight hours. There were enough cattle, sheep and hogs on hand to supply the demand, which was exceedingly small; for slaughterers, not knowing how they were to get their meat distributed, did not buy freely. It was difficult getting the cattle to the abattoir in the first place, and more difficult to the abattoir in the first place, and more difficult to get them away after they were killed. The stockmen around the yards were expressing great indignation yesterday at the inhuman treatment

of seventeen cars of stock which had been in the yards without anything to eat from Saturday until Thes lay after toon. The poor beasts suffered greatly, and their owners denounced the Stock Yards Company in vigorous terms for its action.

The stockmen were fortunate in not having man

cattle on the road in stalled trains. A carload of hogs on the Morris and Essex Railroad stuck in a drift at South Orange, and about one-half of the animals per-ished. Hogs, when cold, crowd and climb upon one ished. Hogs, when cold, crowd and climb upon one another, and those under the heap usually get suffocated. Three carloads of cattle bound for this city were stalled on the Erie Road, near Port Jervis, and when last heard from, were suffering greatly for food. Soveral cars of stock that were stalled on Monday morning at Manhastanville, at One-hundred and-twenty-fifth-st, on the Hudson River Road, were not pulled through to Sixty fifth-st until yesterday morning. Out of nineteen nead of cattle, one bull, six calves, 377 sheep, and three hogs that were struck by the blizzard at that point, orly fifteen sheep perished.

Deef cattle, which arrived at Jersey City on Monday and were sold to Brooklya slaughterers, did not reach their destination until yesterday noon. The cattle are

brought around the Battery in floats, and are landed at South Sixth-st. There are six slaughter-houses in Williamsburg and three in Brooklyn. While cattle were detained, the wholesale price of beef jumped to ten and fifteen cents a pound, but it fell again yesterday to seven cents a pound, but it fell again yesterday to seven cents, on the arrival of some booves from New-Jersey.

Some cattle cars are thought to be snowed in on the New-York Central, between Albany and Utica, and nineteen cars of hors are known to be snowed in on this road, which were due at Fortieth-st., in this city, ou Sunday night. Nobody here knows where they are, but the probability is great that most of them perished in the storm. A train of cattle cars which was caught in the blizzard just outside of Weehawken, on the West Shore road, was pulled down to the stock-yards on Tuesday, by putting two engines to every three cars. The supply already on hand, it is said, will be ample to furnish meat for the city until more cars come.

WHY THE CITY WAS IN DARRNESS.

BE MANY FIRES-WIRES STILL MIXED. Bad as was the condition of things here on Monday night, the situation would have been aggravated a thousand-fold had any serious fire broken out. The Fire Department was almost helpless. Few of the signals were in working order and the impassable condition of the streets would have made it almost impossible for the

engines to do much toward protecting the city. How narrowly the city escaped such a disaster was learned yesterday by a Telbung reporter. The damage was especially severe on the telephone lines. These wires run along on the same poles that bear the electric light wires. The electric light companies could have lighted up as usual on Menday night, but they did not start their The cause of their inaction, was the receipt of a letter by each of the companies late on Monday afternoon, which had been sent by one of the chief executive officials of the Metropolitan Telephone Commany. The substance of it was that as the electric high wires were everywhere crossed by those of the telephone, to start the light-giving currents would mean nothing else, in all probability, than the ignition of buildings all over the city, since the currents sent over the electric light lines were strong enough to set almost any ordinary inflammable substance on fire.

The importance of the warning was at once realized by all the light companies. Responses were sent back promptly to the telephone central office that no circuits would be run. The result was that the city was left in darkness but in safety, so far as regards the danger from the electric lights. In commenting on this matter yesterday, a well-known authority on electrical subjects, who is entirely familiar with the facts as here set forth, said:

the condition of both still remains bad enough. The Western Union's chief gains were the re-establishment of communication with Boston, Washington and Baltimore. Esstai messages were sent by way of Albany, white everything for Washington and Baltimore had to go to Chicago first and than be sent back to the Capital Chicago and Unicannati have each a wire to Washington and Baltimore. Up to last evening Mr. Vernon was the furthest Eastern point that had been reached. On the Eric road the line is open to Paterson; on the Pennsylvania, only as far as Edizabeth.

well that in the afternoon the wires were in working order between Headquarters and all the precinct stations except the Carmansville, Highbridge and Kingsbridge stations. Much satisfaction on account of the renewal of telegraphic communication with the precincts was expressed

communication with the precincts was expressed by Superintendent Morray and other officials at the Central Office. Most of the fire alarm wires were said to be in working order again, but the police were still under orders to give information of fires at engine houses after sending alarms from the signal boxes.

At the Fire Department Headquarters it was stated that the wires and boxes were in first rate order and little trouble was looked for in that direction. The department has borrowed, hired or pressed into its service all the horses and sleighs it requires, but the difficulty of getting to fires is only slightly diminished. In view of the gravity of the situation the Fire Commissioners adopted the following resolutions, which were forwarded to Mayor Hewitt by Commissioner Purroy:

Purroy: Resolved. That his Honor, the Mayor, be respectfully requested to ask the co-operation of all the available forces and none in every department of the gity government in making passable the main thoroughfares of the city, and the streets leading to those upon which fire apparatus nouses are situated, and also in cleaning a working space

TELEPHONE WIRES STUL TANGLED.

Telephone Company, had not left his office, in Cortlandt-st., from Monday until last night. He has been doing his best to get the thousands

Cortlandt-st., from Monday until last night. He has been doing his best to get the thousands of wires belonging to that company disentangled, but despite his untiring efforts, he was obliged to confess yesterday that matters were still in a complicated condition. A great deal of repairing has been done, but more remains to do. It was supposed at first that there were only a few poles down, but it now appears that hundreds are prostrate. Over 150 are down in Tenth-ave. As many more have fallen in West Seventeenth and West Eleventh sts., besides dozens in Harlem, Brooklyn and other places. These represent thousands of wires.

"We are pretty badly off," said the Superintendent, "but I think we are accommodating at least 50 per cent of our customers, and if the weather remains half decent, by Friday night we'll be able to serve the rest."

A reference was made to the subways. "Oh, this storm has settled that question," replied Mr. Eckert. "I have always maintained that the sooner we got our wires under ground the better, and this gale has demonstrated that I was right. I don't think' there will be any further hesitation about burying the wires either here or anywhere else." Similar statements were made by other prominent electrical wire men, to the great satisfaction of the Subway Commissioners. "It is rather curious," said one of these officials yesterday, "to hear Mayor Hewitt urging the subways now, in view of the fact that If he had had his way there would not have been a trench dug last summer. He voted against them every time."

Minneapolis, Minn., March 14 .- Major Edwards, the Cotainued on Second Page.

ENGINEMEN MAY QUIT WORK JUDGE GRESHAM'S OPINION IN CHICAGO.

THEY CANNOT BE MADE TO SERVE THE WARASE UNLESS THEY CHOOSE-BUT THEY MUST NOT INTERFERE WITH THE OPERATING OF THE ROAD-AN EXTRAORDINARY EPIDEMIC AT COUNCIL

BLUFFS, [BY TELEGRAPH TO THE TRIBUNE.] CHICAGO, March 14 .- The decision of Judge Gresham in the law suit between the Chicago Burlington and Quincy Railroad and the Wabash line, which was looked forward to with so much interest by the public at large, and railroad people and lawyers in particular, was rendered in the United States Circuit Court this morning. The court-room was crowded when the judge took his seat. Counsel on both sides were summoned into Judge Gresham's private room for a brief consultation with the court, and then the Judge ascended the bench. His decision was not much of a disappointment to Wirt Dexter, for, although P. M. Arthur managed to escape, it was only by s lucky chance, and not from any difference between the court and the counsel regarding the principle under discussion. It was plain to all present that had Mr. Stone, the general manager of the Burlington, secured as good evidence of interference of Chief Arthur with the employes on the Wabash line as he had in regard to the Union Pacific, Mr. Arthur might now be in a sorry plight. It was from lack of sufficient evidence, not from a conviction of the legality of the acts charged, that the court declined to grant the order asked for against Mr. Arthur. This view of the case was also borne out by the fact that the engineers have decided to avoid the acts complained of, and the fact that the petition of the Burlington road has been placed on file for future action indicates pretty clearly what the course of the court will be in ease of any future aggressive action on the part of persons connected aggressive action on the part of persons connected with the Brotherhood of Engineers. As regards the receiver of the Wabash road, it is plain that he saved himself from trouble by striking his colors in time. Judge Gresham, in rendering his decision, began by stating the facts of the case, and indicating how the whole matter stood in cour. The Ch. eags. Rurlington and Online road.

case, and indicating how the whole matter stood in court. The Ch cago, Burlington and Qu'ney road, he said, had, with the leave of the court, flied a petition some days ago, charging the receiver of the Wabash road, with refusing to interchange cars with the petitioner at connecting points on both lines. The petition recited that on March 8 eight cars loaded with grain for delivery at points on the receiver line were refused. This action on the part of the receiver's agent it was claimed, was in obsdience to instructions issued by General McNuita, the receiver. The petition went on to say, that the receiver and his agents gave as a reason for such refusal of interchange of business the fact that the switching and other engineers in the employ of the Wabash road had notified the management of that system that they would absolutely refuse to handle all cars coming over or going over the Burlington, and would go on strike, if it was tried to campel hem to do so. The petition claimed that this action of the Wabash amployes was due to a secret and illegal resolve on the part of the Brotherhood of Engineers to boycott the business of the Burlington road. This moral duress, the petition claimed was the cause of the attitude of the Wabash and it asked that a peremptory order be issued compelling the Wabash to do its duty by the Burlington as a common carrier; and it futhermore requested that P. M. Arthur be punished for contempt of the court, and the brotherhood be restrained from interfering with the property of the Wabash road now in the custody of the court.

Judge Gresham then went on to give a synopsis of the answer of the receiver, which was in effect that last week he had issued the orders of non-intercourse compalanced, his action of the receiver was not due to any conference with P. M. Arthur, but was taken simply to avoid trouble on his road.

A COMMON CARRIER CANNOT RECUSE TRAFFIC

on his road.

A COMMON CARRIER CANNOT RETUSE TRAFFIC The Court then gave his opinion in the case A

is in the custody of the court, it is operated by 6 receiver as a common carrier. His rights and duties railway companies whose lines connect with his were two lines to the Albany office which is now handling all the Canada business, one duplex to Syncass, one to Rochester, two duplexes to Particle, two wires to Tarrytown and most of the roads both loaded and empty cars. He cannot discuss the control of the roads both loaded and empty cars.

his duty to receive from, and deliver to, connecting roads both loaded and empty cars. He cannot discriminate against one road by maintaining the puncy of non increases. More need not be said on this question. As receiver, he has weekly restined the instructions which discriminated against the petitioner, and he has no purpose or desire to deny the petitioner any of its legal rights.

"Although the petitioner has accompassed the chief purp se in invoking the aid of the Circuit Court, it is urged by counsel that the persons beinging to the Brotherhood of Locomotive Engineers, and especially P. M. Arthur, who is chief officer of that organization, have interfered with the receiver and his subordinates in the management of the Wabash property, and that they should be punished for their illegal and contumacious configuration. On the contrary, the receiver declares that there has been no interference with him. While the affidavits submitted in support of the petition show that Mr. Arthur sent a telegraphic message to the engineers of the Union Facilie Railway Company at Omaha, directing them to had no cars for the petitioner, it does not fairly appear from the evidence that the engineers in the service of the receiver received such orders by telegraph, or otherwise. For the present, it is sufficient to say that the court will protect the property of the Wabash in its custody.

"The employes of the receiver cannot be obliged to remain in his service against their wish; but, neither they not others will be permitted to interference with, or disturb the receiver or his subordinates in possession and operation of the property in his custody, Lawless interference with the receiver and his employes in the discharge of their duties will not be tolerated. It is proper to the the property in this ce to the Wabash engineers.

ordinates in possession and operation of the property in his custody, Lawless interference with the receiver and his employes in the discharge of their duties will not be tolerated. It is proper to state, however, in justice to the Wabash engineers, that they do not desire to maintain an attitude in defiance to the law, and are now willing to and the receiver in the hawful and successful administration of his trust. The receiver's answer renders it unnecessary for the court to do more than direct that the petition remain on file four future action, should there be occasion for it. The Burlington Company filed another bill before Judge Gresham to-night, asking an order to compel the Belt Line Railway Company, of Chicago, to handle the freight of the Burlington, and the Judge is also asked to make an order that will prevent the Belt Line and its officers from refusing to handle "Q" freight, and especially to restrain its employes from declining to do so. No action was taken on the bill by Judge Gresham. It is to be called up at 2 p.m. to-morrow on the motion for an injunction prayed for, but it is thought probable that the Belt Line will secure a continuance.

All the switch engines of the Union Pacific

All the switch engines of the Union Pacific All the switch engines of the Union Pacific road doing work at the Council Bluffs yards were quietly taken into the roundhouse last night and this morning by the engineers in charge. When asked the reason for quitting work, they either said they were sick or were tired of work. It is understood that they gave these reasons on necount of Judge Dundy's decision, but it was noticeable how suddenly an engineer became sick or tired when he saw a "Q" car coupled behind his engine. GIVING THE BURLINGTON TOO MUCH PREIGHT.

The policy of the roads, which the Burlington has forced into handling "Q" freight, seems to be to turn the tables and gorge the Chicago, Burlington and Quincy with its own meat. The Wisconsin ton and Quincy with its own meat. The control has taken the first step in the game of blockading the "Q." On Saturday a lumber train of twenty-seven cars came by the Wisconsin Central to be shipped by the Burlington. It was to the company and received. On Sunday of twenty-seven cars came by the Wisconsin Central to be shaped by the Burlington. It was taken to the company and received. On Sunday two more trains of twenty-five cars each were taken to the yards, but were refused admission and were taken back to the Wisconsin Central's yards. The local agent, Mr. McBride, under instructions from the general manager, Mr. Miller, of the Wisconsin Central, made a formal demand on the Burlington that the cars be taken. He received the reply that the cars could not be handled, and in return warned the Burlington that track rent would be charged for the time the cars were in the Wisconsin Central yards and that in due time payment of \$18,000 would be demanded for the freight tendered and refused. The Wisconsin Central is determined to push the case. It is said that other roads will follow the same policy in return for the alleged attempts of the Burlington to put them in the dilemma of disobeying the law or of provoking a strike. The trouble has become serious. At the Burlington tracks are so blucked with cars that their switchmen looked the switches to prevent the Westorn Indiana people from pushing any more cars in on them, but the Belt Liners broke open the switches and shoved the cars in.

CONDITION OF TRAFFIC ON THE BURLINGTON